

**Appendix E.**  
**Scoping Comments Disposition Table**



This appendix summarizes the comments received from the public during the scoping process. These comments are grouped based on the following categories:

- Track Configuration Options
- Vertical Alignment Options
- Grade Separations
- Station Location Options
- Other Peninsula Routes
- Non-Peninsula Routes
- Alternative Technologies

The disposition of the comments is noted in the following table. Most of the comments related to the vertical alignment options, grade separations and station location options will be addressed in the Alternative Analysis process. The comments that will not be addressed by the Alternatives Analysis process are either conceptual design issues that will be addressed later as the EIR/EIS and preliminary engineering process moves forward, or issues previously determined in the Statewide Program EIR/EIS and the Bay Area to Central Valley Program EIR/EIS.

	Scoping Comments	Disposition
Track Configuration Options	<ul style="list-style-type: none"><li>Minimum of four tracks for the HST</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Use only existing two tracks (Caltrain and HST operate at 79mph)</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Reduce the number of required tracks in the rights-of-way to less than four tracks</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Entirely separate the HST tracks at Caltrain local stops in order to provide separation between the station platform and 150 MPH trains</li></ul>	<ul style="list-style-type: none"><li>Conceptual Design Issue (Max speed in Caltrain Corridor to be 125 mph)</li></ul>
	<ul style="list-style-type: none"><li>Use existing tracks with fewer stops at higher speed</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Move HST tracks onto Central Expressway to avoid impacts to the downtown station</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Use fewer sets of tracks to eliminate grade separations at every crossing</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis. Authority has a policy of no at-grade crossings on HST system.</li></ul>
	<ul style="list-style-type: none"><li>Consider use of steeper slope on the tracks instead of a 1% limitation.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Provide 3- track (instead of 4 track for HST Caltrain and UPRR) to lessen or avoid physical impacts in the Gardner and North Willow Glen neighborhoods.</li></ul>	<ul style="list-style-type: none"><li>Study by San Jose to Merced section</li></ul>
	<ul style="list-style-type: none"><li>Keep two-track configuration in City of Millbrae</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Make track bed compatible with freight trains.</li></ul>	<ul style="list-style-type: none"><li>Conceptual Design Issue</li></ul>
	<ul style="list-style-type: none"><li>During construction, build HST rail on the outside with Caltrain tracks in the center. When complete, move HST to the center tracks and Caltrain to the outside</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Run HST on the outside two tracks of the four track corridor (fast-slow-slow-fast configuration)</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Four-track system will require 6 tracks at station. No room to accommodate</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>San Jose Station: relocate yard tracks #6 through #9 at Caltrain's CEMOF to the north of the facility, allowing HST to avoid the double reverse curve around the CEMOF building</li></ul>	<ul style="list-style-type: none"><li>Conceptual Design Issue</li></ul>
Vertical Alignment Options  (general, and then south to north)	General Comments	
	<ul style="list-style-type: none"><li>Partially underground or overhead both road and/or railroad</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	At-Grade Alignment	
	<ul style="list-style-type: none"><li>No at-grade alternatives.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>An at-grade option with grade separated crossings and HST service running at Caltrain Baby Bullet speeds from SJ to SF</li></ul>	<ul style="list-style-type: none"><li>This has been determined not to meet the purpose and need of the HST system.</li></ul>
	<ul style="list-style-type: none"><li>At grade tracks with underpasses at cross streets for auto and pedestrian traffic.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>At-grade tracks in Sunnyvale, with underpass at Mary Avenue.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>At-grade, depressed open trench and tunnel through the corridor in Mountain View</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Keep tracks at existing elevations and tunnel/depress intersections of Alma, Churchill, Meadow and Charleston in Palo Alto.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	Mixed Vertical Alignment	
	<ul style="list-style-type: none"><li>Elevated and below-grade rail to avoid eminent domain.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Elevate or lower the tracks in the downtown San Jose areas</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	Aerial Alignment	
	<ul style="list-style-type: none"><li>Support track beds and platforms on a viaduct structure.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Elevate tracks with piers for support.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Elevate line vertically sufficiently high to keep these heavily congested areas serene</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>

	Scoping Comments	Disposition
	<ul style="list-style-type: none"><li>Elevate tracks with development potential underneath.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Consider elevated structures with sheer vertical walls or pilings where cars can be parked below the track.</li></ul>	<ul style="list-style-type: none"><li>Conceptual Design Issue</li></ul>
	<ul style="list-style-type: none"><li>Elevate HST tracks above existing Caltrain tracks</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>No elevated tracks in residential areas.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>No elevated tracks for all of HST</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>No elevated tracks on peninsula.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>No elevated tracks the length of the peninsula or the length of Palo Alto.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<b>Below-Grade Alignment</b>	
	<ul style="list-style-type: none"><li>Underground all trains (freight included)</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Underground Caltrain and HST throughout peninsula.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Underground tracks in the El Camino Real to 101 corridor.</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Document</li></ul>
	<ul style="list-style-type: none"><li>Put the HST tracks with hot rail (not overhead electric wire) under existing Caltrain tracks</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Document (Technology selected for entire system)</li></ul>
	<ul style="list-style-type: none"><li>Underground through entire peninsula</li></ul>	<ul style="list-style-type: none"><li>Studied in Statewide document. Alternatives Analysis will study underground options throughout the section</li></ul>
	<ul style="list-style-type: none"><li>Underground HST through Silicon Valley.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Underground from Woodside Road past Sunnyvale until the line enters industrial areas.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Descend into a trench adjacent to the UPRR ROW near Curtner Ave and go underground before Tamien Station, travel under Guadalupe River and Los Gatos Creek, arriving underground at Diridon Station.</li></ul>	<ul style="list-style-type: none"><li>Possibly under evaluation by San Jose to Merced Team</li></ul>
	<ul style="list-style-type: none"><li>Below grade profile between Julian Street and Tamien Station area (SJ)</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>No new aerial structures through Sunnyvale; lower the rail system to achieve grade separation</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Underground through Mountain View</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Underground through Palo Alto</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Underground tracks through College Park</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Underground tracks in Alma Street ROW, and maintain Caltrain service in JPB ROW.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Underground through downtowns, small cities such as Menlo Park</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Underground through Menlo Park</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Underground through Atherton</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Underground through Redwood City</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Underground tracks through San Carlos.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Underground through City of Belmont</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Depress rail in the downtown area of City of San Mateo</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Underground/Tunnel through Burlingame.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Underground track in Burlingame where residential or shopping districts (Broadway and Burlingame Ave) are located near tracks.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Underground tracks from north of the 23<sup>rd</sup> street tunnel portal through the northern terminal (SF)</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<b>Configuration of Below-Grade Alignment</b>	

	Scoping Comments	Disposition
	<ul style="list-style-type: none"><li>Create subways</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Cut and cover tracks.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Underground through a covered tunnel</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Underground tracks 50 feet below ground.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Deep tunneling of all tracks.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Tunnel through entire peninsula.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Tunnel through residential areas.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Trench through residential areas.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Tunnel or trench through Menlo Park and Atherton.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Tunnel through Menlo Park/Atherton corridor.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Tunnel through Palo Alto, Menlo Park and Atherton.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Tunnel under Palo Alto and Menlo Park</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Trench from Palo Alto through Atherton.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Tunnel or trench through residential portions of track, including Menlo Park, Atherton, and Palo Alto.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Trench and cover, or tunnel through residential areas including Atherton, Menlo Park, Palo Alto.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Trench between Palo Alto (or Mountain View) and Redwood City.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Trench to provide non-elevated street overpasses through Palo Alto and Redwood City.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Use two tier tunnel (HST &amp; Baby Bullet lower, local and freight upper), where the upper tier may be open to the air, in a Hat trench</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Trenched roadbed 20 feet below grade.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Trench and cover with surface streets on top.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Trench tracks 15 feet deep.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Trench HST tracks between Caltrain tracks.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>No trenched rail</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
Grade Separations Included in Alternatives Analysis	General Comments	
	<ul style="list-style-type: none"><li>Grade separation at all street crossings.</li></ul>	<ul style="list-style-type: none"><li>Design Criteria Requirement for HST</li></ul>
	<ul style="list-style-type: none"><li>Eliminate grade crossings.</li></ul>	<ul style="list-style-type: none"><li>Design Criteria Requirement for HST</li></ul>
	<ul style="list-style-type: none"><li>Grade separated crossovers for freight trains at necessary locations.</li></ul>	<ul style="list-style-type: none"><li>Conceptual Design Issue</li></ul>
	<ul style="list-style-type: none"><li>Include appropriate underpasses at cross streets.</li></ul>	<ul style="list-style-type: none"><li>Conceptual Design Issue</li></ul>
	Site-Specific Comments	
	<ul style="list-style-type: none"><li>Grade separate all existing grade crossings in Sunnyvale</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Underpass at Mary Ave in Sunnyvale</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Eliminate grade crossing at Rengstorff Ave.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Depress Rengstorff Avenue beneath the tracks</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Depress all rail facilities beneath Rengstorff Avenue (including open trench and tunnel)</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Depress the HST tracks beneath Rengstorff Avenue (including open trench and tunnel)</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>

	Scoping Comments	Disposition
	<ul style="list-style-type: none"><li>Completely or partially elevate rail facilities above Rengstorff Avenue</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Depress Castro Street beneath the tracks.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Close or reroute Castro Street/ Moffett Boulevard</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Depress the HST tacks beneath Castro Street/ Moffett Boulevards (including open trench and tunnel)</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Depress all rail facilities beneath Castro Street/ Moffett Boulevard (including open trench and tunnel</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Completely or partially elevate rail facilities above Castro Street/ Moffett Boulevard</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Grade separate at Central Expressway near Whisman Road and Expressway near Sterlin Road in Mountain View</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Grade separate at Menlo Park, Palo Alto Ave., Alma, and Stanford.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Grade separated pedestrian/bicycles crossings at the following intersections in Palo Alto; Homer, Embarcadero, Churchill, California, East Meadow, and Charleston.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Create underpasses at Churchill and at Charleston</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Create an overpass at El Camino/Alma</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Close the West Meadow crossing</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li><i>San Mateo Rail Corridor Transit Oriented Development Plan</i> proposed grade separations at 28<sup>th</sup> and 31<sup>st</sup> which need to be implemented prior to HST to ensure that the Bay Meadows Specific Plan development is not impeded</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>No grade crossing in Burlingame</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Grade separation at 16<sup>th</sup> Street and Owen street in Mission Bay area (SF)</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
Station Location Options	General Comments	
	<ul style="list-style-type: none"><li>No station stops between SF and SJ.</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Only one stop in the peninsula.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	Specific Station Location Comments	
	<ul style="list-style-type: none"><li>Santa Clara HST Station</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Sunnyvale HST Station</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Mountain View HST Station</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>HST Station in Mountain View between Stevens Creek and Castro Street, the entire block south of PCJPB could be acquired.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Have a Castro stop so that the tracks do not connect to Moffett Blvd</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Palo Alto Station – propose and oppose</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>California Avenue HST Station in Palo Alto</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Underground HST station in Palo Alto</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Atherton HST Station</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Redwood City HST Station – propose and oppose</li></ul>	<ul style="list-style-type: none"><li>Included in Alternative Analysis</li></ul>
	<ul style="list-style-type: none"><li>Link Redwood City to Sequoia or El Camino Station</li></ul>	<ul style="list-style-type: none"><li>Conceptual Design Issue</li></ul>
	<ul style="list-style-type: none"><li>HST Station at SFO</li></ul>	<ul style="list-style-type: none"><li>Millbrae Station in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Millbrae HST Station – propose and oppose</li></ul>	<ul style="list-style-type: none"><li>Millbrae Station in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>HST Station at Transbay Terminal.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>HST Terminus between 3<sup>rd</sup> and 4<sup>th</sup> Street on Market Street in San Francisco.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	Other Comments – not relevant to SJ to SF HST Project	

	Scoping Comments	Disposition
	<ul style="list-style-type: none"><li>No stations in Merced</li></ul>	<ul style="list-style-type: none"><li>Out of Study Area</li></ul>
	<ul style="list-style-type: none"><li>Los Banos Station</li></ul>	<ul style="list-style-type: none"><li>Out of Study Area</li></ul>
	<ul style="list-style-type: none"><li>Santa Nella Station</li></ul>	<ul style="list-style-type: none"><li>Out of Study Area</li></ul>
	<ul style="list-style-type: none"><li>Oakland Airport (Altamont Pass Alignment)</li></ul>	<ul style="list-style-type: none"><li>Out of Study Area</li></ul>
	<ul style="list-style-type: none"><li>Restoration of Caltrain service at the Broadway station</li></ul>	<ul style="list-style-type: none"><li>Not part of HST Study</li></ul>
Other Peninsula Routes	<b>Variations to the Caltrain ROW</b>	
	<ul style="list-style-type: none"><li>Utilize parcel owned by Stanford University to avoid El Palo Alto Park, located 10 meters to the northwest of the existing ROW.</li></ul>	<ul style="list-style-type: none"><li>Conceptual Design Issue</li></ul>
	<b>Outside Caltrain ROW</b>	
	<ul style="list-style-type: none"><li>Relocate rail alignment to a different area (e.g., via U.S. highway 101 or state highway 280)</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Hwy 101</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Utilize Bayshore corridor</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Run tracks over the water from Palo Alto to SFO/Millbrae.</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Elevate tracks parallel HWY 101</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Route the HST ROW from SJ to the vicinity of the SF airport through a tube under SF bay</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>I-280</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Go through El Camino Real for some sections</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Follow alignment east of Coleman Ave west of SJC airport to I-101</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Use Route 87</li></ul>	<ul style="list-style-type: none"><li>Studied by San Jose to Merced Team</li></ul>
	<ul style="list-style-type: none"><li>Use set of tracks that splits off from the main Caltrain line and goes across the bay as an alternate to the lower peninsula path</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Alignment from Tamien Station that generally follows Highway 87 to the interchange at I-280 where it would thread through flyovers and descend underground to Diridon Station.</li></ul>	<ul style="list-style-type: none"><li>Studied by San Jose to Merced Team.</li></ul>
	<ul style="list-style-type: none"><li>Utilize BART alignment</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Run HST next to or over major freeways or industrial areas.</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Shift alignment east of Menlo Park and Atherton to industrial areas</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Relocate southern part of HST tracks (south of San Mateo) to the Baylands corridor, and utilize blimp hanger as train station.</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Divert tracks away from towns of Menlo Park and Atherton to industrial areas east on the train way to San Jose and Los Angeles.</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Eliminate one lane of traffic in each direction on the I-101 and replace with HSR.</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>San Jose to Bayshore Freeway to Dumbarton Spur in Menlo Park and rejoin the Caltrain ROW.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>San Jose to Bayshore Freeway to Redwood City and rejoin Caltrain ROW.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>San Jose to Bayshore Freeway to Millbrae/SFO and rejoin Caltrain ROW.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Leave Diridon underground, follow an alignment east of Coleman Avenue and west of SJC airport to HWY 101.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Leave Diridon underground and cross under Newhall Yards and then rise to an elevated structure along the western boundary of SJC airport</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>At Moffett Field, join LRT in a trench (or underground or central median) near Ellis Street, then rejoin HWY 101 to the Dumbarton Route or use Veterans Boulevard to enter Redwood City</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>



	Scoping Comments	Disposition
	Station.	
	<ul style="list-style-type: none"><li>End train in Santa Clara</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>No HST on peninsula</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis (No Project Alternative)</li></ul>
	<ul style="list-style-type: none"><li>Avoid Gilroy and go directly to SF</li></ul>	<ul style="list-style-type: none"><li>Determined in Bay Area to Central Valley Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Track south of San Mateo along Bayland Corridor</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
Non-Peninsula Routes	<ul style="list-style-type: none"><li>Altamont Pass</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Route through Altamont Pass to Oakland.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>SJ to Altamont Pass via East Bay spur</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Central Valley to SJ via Altamont Pass with connection to Caltrain and BART</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Go through the East Bay</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Make stop in SJ and continue through East Bay.</li></ul>	<ul style="list-style-type: none"><li>Determined in Bay Area to Central Valley Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Route through open space in the East Bay.</li></ul>	<ul style="list-style-type: none"><li>Determined in Bay Area to Central Valley Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Connect Oakland Airport with SFO/San Francisco (from Altamont Pass) via eastern rail corridor to Fremont, through Niles Canyon, through the mountains south of Pleasanton and Livermore to connect to Central Valley</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Evaluate all three East Bay corridors</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Elevate track along Hwy 580</li></ul>	<ul style="list-style-type: none"><li>Determined in Bay Area to Central Valley Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Use old rail route across the southern part of the bay or the east bay rail system that already exists</li></ul>	<ul style="list-style-type: none"><li>Determined in Bay Area to Central Valley Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Utilize Amtrak ROW to the East Bay, stopping in Oakland and continuing to Sacramento.</li></ul>	<ul style="list-style-type: none"><li>Determined in Bay Area to Central Valley Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Use Amtrak through Central Valley instead of Caltrain corridor</li></ul>	<ul style="list-style-type: none"><li>Determined in Bay Area to Central Valley Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Utilize ACE route to San Jose.</li></ul>	<ul style="list-style-type: none"><li>Included in Alternatives Analysis</li></ul>
	<ul style="list-style-type: none"><li>Parallel I-5 from Los Angeles to San Francisco.</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Parallel I-5 with feeders to bay area cities.</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Follow US 99 after I-5 express</li></ul>	<ul style="list-style-type: none"><li>Study by others</li></ul>
	<ul style="list-style-type: none"><li>Run up Coast through Santa Barbara and San Luis Obispo, riders could transfer to BART at Oakland to access San Francisco.</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Alignment alongside I-80 from Bay Area to Sacramento</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Begin route in Stockton or Modesto to the bay area connect just west of Gustine and Los Banos.</li></ul>	<ul style="list-style-type: none"><li>Determined in Bay Area to Central Valley Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Route through East Bay along HWY 880 from SJ to SF.</li></ul>	<ul style="list-style-type: none"><li>Determined in Bay Area to Central Valley Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Terminate in San Jose and utilize upgraded Caltrain.</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Direct line from Stockton or Modesto to Bay to eliminate travel time from SF to Sac.</li></ul>	<ul style="list-style-type: none"><li>Determined in Bay Area to Central Valley Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Go through valley.</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
Alternative Technologies	Use Caltrain	
	<ul style="list-style-type: none"><li>Stop at SJ and transfer to Bullet Trains from Caltrain; only stop at Palo Alto or Redwood City, Millbrae to SF</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Invest more in Baby Bullet upgrades</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Improve Caltrain corridor to permit train speeds up to 160 k/h</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Electrify and upgrade Caltrain</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	Other Electrification Options	

	Scoping Comments	Disposition
	<ul style="list-style-type: none"><li>Evaluate all alternatives to catenary lines, including a third rail</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS (Technology selected for entire system)</li></ul>
	<ul style="list-style-type: none"><li>Evaluate all feasible train technologies to remove the overhead catenary lines in Belmont (if applicable) and along the Caltrain corridor, including use of a third rail technology</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS (Technology selected for entire system)</li></ul>
	<ul style="list-style-type: none"><li>Electrified train operations are generally incompatible with current technology for constant warning time detection systems implemented at grade crossing. Warning devices and train detection equipment would require careful design for safe operation</li></ul>	<ul style="list-style-type: none"><li>Authority has a policy of no at-grade crossings on HST system.</li></ul>
	<ul style="list-style-type: none"><li>All electric system</li></ul>	<ul style="list-style-type: none"><li>Electric Technology Selected by Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Tunnel HST with hot rail</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS (Technology selected for entire system) (Tunnel included in Alternatives Analysis)</li></ul>
	Other	
	<ul style="list-style-type: none"><li>Build new LRT line or bus way running out of SF on San Jose Avenue and down El Camino Real at street level, with dedicated ROW and traffic signal preference to service short hop commuters. Make Caltrain ROW express only with no more than three stops between SF and SJ, with stops overlapped to allow service to more than three stations. Build people movers where express stations are close to El Camino Real</li></ul>	<ul style="list-style-type: none"><li>Not in this Study</li></ul>
	<ul style="list-style-type: none"><li>Build second commuter rail line terminating at BART in Daly City and at HSR in SJ and Santa Clara, aligned with HWY 280. Install solar photovoltaic through HST route.</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS</li></ul>
	<ul style="list-style-type: none"><li>Utilize rubber wheels.</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS (Technology selected for entire system)</li></ul>
	<ul style="list-style-type: none"><li>Utilize alternative energy sources (wind, solar etc.)</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS (Technology selected for entire system)</li></ul>
	<ul style="list-style-type: none"><li>1 1/10 mile rail spur for use by Millbrae Train Museum, also to be used for Caltrain and HST for maintenance purposes</li></ul>	<ul style="list-style-type: none"><li>Conceptual Design Issue</li></ul>
	<ul style="list-style-type: none"><li>Include diesel-powered freight train operations</li></ul>	<ul style="list-style-type: none"><li>Conceptual Design Issue</li></ul>
	<ul style="list-style-type: none"><li>Evaluate Maglev alternative</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS (Technology selected for entire system)</li></ul>
	<ul style="list-style-type: none"><li>Evaluate PRT</li></ul>	<ul style="list-style-type: none"><li>Determined in Statewide Program EIR/EIS (Technology selected for entire system)</li></ul>
Source: PBS&J, 2009. Disposition by AECOM, 2010.		